

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4809

晚四十二月二年一十三精光

THURSDAY, MARCH 30, 1905.

三年禮

號九廿月三英港香

30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS.
SAN FRANCISCO. SHANGHAI.
BOMBAY.
TIENSIN. NEWCHWANG.
PEKING. LIAOYANG.
KOBE. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BANK—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

Or fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000

Sterling Reserve \$10,000,000
Silver Reserve \$8,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

H. E. TONKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNT.
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 27th March, 1905. [21]

HONGKONG SAVINGS' BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may
be obtained on application.

INTEREST on deposits is allowed at 3 1/2
per cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
SHANGHAI BANK to be placed on FIXE
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [22]

THE DEUTSCH-ASIATISCHE BANK

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN

BRANCHES: Calcutta, Hankow
Tientsin, Tsin-tau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description
of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 18th May, 1905. [24]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,
Omaru, Otsuji, Sasehara, Tsubakuro, Yoshinotani, Yosho, Yuncokibara and other Coals.

8 MINAMI, Manager, Hongkong.

[25]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON. REMARKS.

YOKOHAMA via SHANGHAI, MOJI and KOBE, PERA, A. L. Valentini, About and Freight only.
(Passing through the Iland Sea.)

SHANGHAI, COROMANDEL, G. M. Monford, R.N.R., About 7th Freight and Passage.

LONDON, &c., Nubia, F. N. Tillard, April 8th. See Special
Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent, Hongkong, 29th March, 1905. [26]

Intimations.

Bovril supplies to the body the
nourishment it requires, and makes
good the muscle, tissue and energy
spent during the hurry and worry of
the day's work. The very embodiment
of strength and sustenance in
a digestible form is Bovril.

BOVRIL



YEBISU BEER.

Per Case of 8 Dozen Pints \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [27]

JOHN DEWAR SONS & CO., PERTH

WHISKY.

Extra Special \$16.00 per Case. 12/1

White Label \$24.00, 12/1

KRUSE & CO.
SOLE AGENTS.

CONNNAUGHT HOUSE,
Hongkong, 1st July, 1904. [28]

This space is reserved for

LONG, HING & CO.,
PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [29]

ACHEE & CO.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [30]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager. [31]

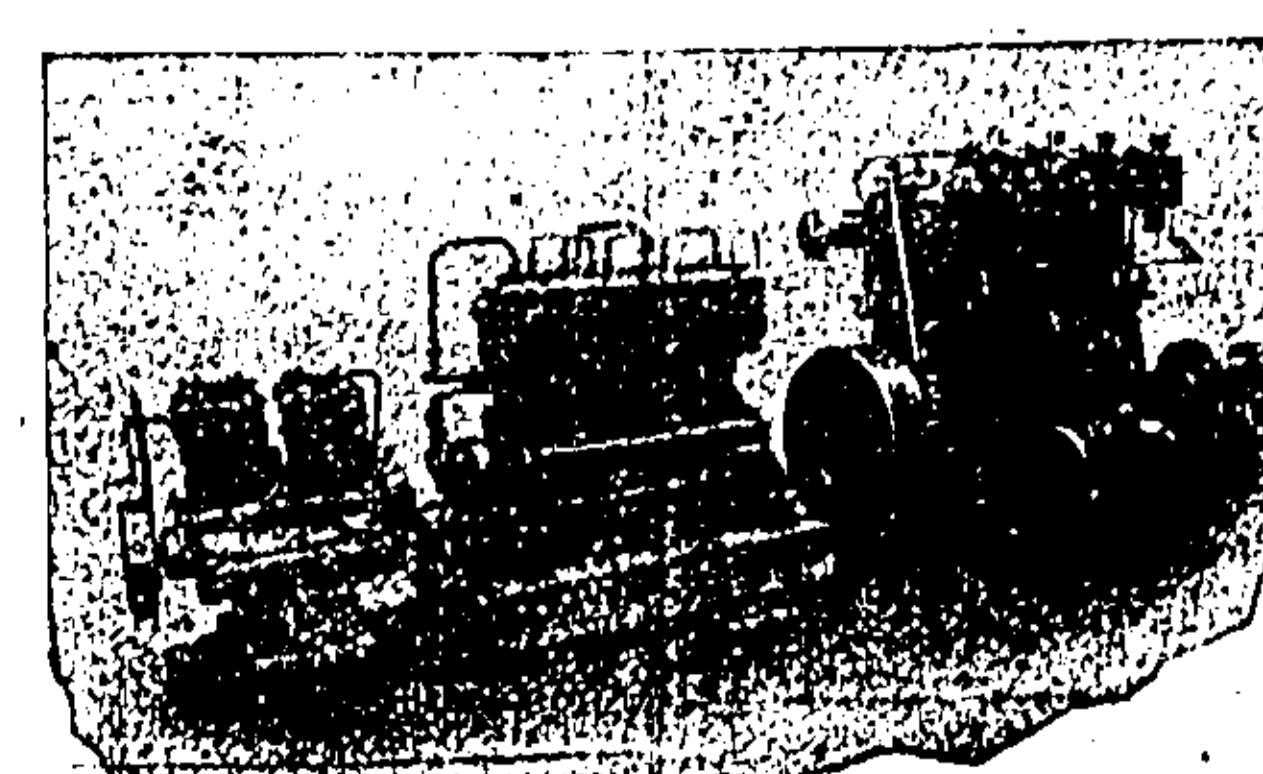
Hongkong, 7th February, 1905.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

W. FARMER.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS CO., LTD.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong. [32]

Hongkong, 1st February, 1905.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.; AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,463 tons	Captain H. D. Jones.
" " POWAN,"	2,338 "	R. D. Thomas.
" " FATSHAN,"	2,260 "	W. A. Valentine.
" " HANKOW,"	3,073 "	C. V. Lloyd.
" " KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
-------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2.05 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
----------------	----------	--------------------

" NANNING,"	569 "	C. Butchart.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Moshing, Kungchuk, Kau-Kong, Samsui, Howlik, Shiu-Hing, Luk-Po, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$15.00.

Canton to Tak Hing Single \$12.50. Return \$21.00.

Canton to Samsui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LIN TAN,"	Capt. B. Branch.	S.S. "SANU,"	Capt. H. Black.
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Departures from Hongkong to Wuchow about three times every week, calling at Kungchuk, Samsui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$24.00. Round trip tickets to Wuchow returning via Canton or vice versa \$30.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING,"	Capt. R. Birss.	S.S. "HONGKONG,"	Capt. Maxfield.
------------------	-----------------	------------------	-----------------

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kungchuk, Samsui, and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon Single \$6.00.

Hongkong to Kungchuk Single \$7.00.

The above vessels have superior saloons and cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Hank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWINEY

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN LONDON AND CANADA, AND THE UNITED STATES (CALLING AT SHANGHAI, NAGASAKI, KOREA, VICTORIA, SAVING 3 TO 5 DAYS ACROSS THE PACIFIC).

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA,"	6,000 tons	WE. THURSDAY, 10th April.
" " TARTAR,"	4,425 "	WEDNESDAY, 12th April.
" " EMPEROR OF JAPAN,"	6,000 "	WE. ONE DAY, 10th May.
" " ATHENIAN,"	2,440 "	WEDNESDAY, 24th May.
" " EMPEROR OF CHINA,"	6,000 "	WEDNESDAY, 31st May.
" " EMPEROR OF INDIA,"	6,000 "	WE. ONE DAY, 21st June.

Hongkong to London, 1st Class, \$1,000. 1st Class, \$1,000.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail \$40.

Hongkong to London, 1st Class, \$1,000.

The magnificent Twin-screw "EMPEROR" Steamship, 6,000 tons, will sail from the INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA—COV. (B.C.) in 12 DAYS, and make connection with the ATLANTIC, 10 DAYS, and TRAINS FROM THE PACIFIC TO THE ATLANTIC, 10 DAYS.

R.M.S. "TARTAR" and "ATHENIAN" carry "Inter-Island" Passengers only, and moderate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and cities in the world.

SPECIAL RATES (First class only) granted to Misses, Members of the Royal, Military, Diplomatic and Civil Services, and to European Subjects in the Service of Chinese and Japanese Government.

For further information, Maps, etc., see Agents, CHINA NAVIGATION CO., LTD., Hongkong, 29th March, 1905.

J. W. C. ADDIE, Acting Manager.

Hongkong, 29th March, 1905.

HAMBURG-AMERIKA LINE.

OMSSTATISTISCHE DIREKT.

(Taking cargo at through rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA,	HAVRE and HAMBURG.	7th April.
Knaus,	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SILESIA*	HAVRE and HAMBURG.	16th April.
Bahle	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SLAVONIA*	HAVRE and HAMBURG.	2nd May.
Madsen	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG.	16th May.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SENEGAMBIA	HAVRE and HAMBURG.	30th May.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
NUBIA	NEW YORK VIA SUEZ.	25th May.
Habel	with liberty to call at the Malabar coast.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amidships. Lighted throughout by Electricity.

For further particulars, see Agents, CHINA NAVIGATION CO., LTD., Hongkong, 30th March, 1905.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Hails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

SAILING DATES.

PRINZ HEINRICH,	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
DOON	WEDNESDAY, 24th May.
FAEREN	EDNESDAY, 7th June.
ZIEGEN	EDNESDAY, 21st June.
GNEISENAU	EDNESDAY, 5th July.
SACHSEN	EDNESDAY, 19th July.
SCHARnhorst	EDNESDAY, 2nd August.
PRINZ HEINRICH	EDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	EDNESDAY, 30th August.

SAILING DATES.

WEDNESDAY, 12th April.	PRINZ HEINRICH,
WEDNESDAY, 26th April.	PRINZ EITEL FRIEDRICH
WEDNESDAY, 10th May.	PREUSSEN
WEDNESDAY, 24th May.	DOON
EDNESDAY, 7th June.	FAEREN
EDNESDAY, 21st June.	ZIEGEN
EDNESDAY, 5th July.	GNEISENAU
EDNESDAY, 19th July.	SACHSEN
EDNESDAY, 2nd	

Intimation.

**WM. POWELL,
LIMITED.**
"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

**NEW GOODS
JUST ARRIVED.**

LADIES' DEPARTMENT.

RAINCOATS.

UMBRELLAS.

**BOOTS
AND**

SHOES.

**TRIMMED
AND
UNTRIMMED
MILLINERY.**

**FLOWERS
AND
FOLIAGE.**

**DRESS-
MAKING.**

**ALL ORDERS
EXECUTED IN
FIRST-CLASS
STYLE.**

**PERFECT FIT
GUARANTEED.**

**LATEST
FASHIONS OF
LONDON,
PARIS, AND
NEW YORK.**

**Wm. POWELL, Ltd.
HONG KONG.**

Hongkong, 15th March, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 31st March, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road;
corner of Ice House Street,
54 Cases TOMATO SAUCE, 27 Cases
MUSHROOMS, 7 Cases FRENCH PEAS,
5 Cases FISH in Tins;
ALSO
50 Cases STERILIZED EVAPORATED
CREAM.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 31st March, 1905. [40]

PUBLIC AUCTION.

TO BE SOLD BY ORDER OF THE MORTGAGEE,
on
MONDAY,
the 3rd day of April, 1905, at 3 o'clock P.M.,
by
MR. GEO. P. LAMMERT, Auctioneer,
at the premises.

THE Very Valuable Leasehold, Messuage
and Premises, known as
No. 24, LI YUEN STREET EAST,
situate on Section 1 of Marine Lot No. 10 II
which is held for the residue of a term of 984
years created by Crown Lease of the Lot.
Annual Crown Rent \$15 95.

For further particulars and conditions of
sale, apply to—

WILKINSON AND GRIST,
Solicitors for the Vendor,
or to
GEO. P. LAMMERT,
Auctioneer,
Hongkong, 23rd March, 1905. [40]

Entertainment.

CITY HALL.
UNDER THE PATRONAGE OF H.E. THE
GOVERNOR.
MR. EDWARD BRANSCOMBE'S
WESTMINSTER
GLEE AND CONCERT
PARTY
FROM LONDON.
THREE CONCERTS ONLY.
MONDAY, 3rd April.
TUESDAY, 4th April.
AND
THURSDAY, 6th April.

Complete Change of Programme each Concert.
The Programmes include a unique collection
of
NATIONAL DANCES
of
England, Ireland, Scotland and Wales,
ALSO
GLEES, MADRIGALS AND CATCHES,
HUMOROUS MUSICAL-SKETCHES,
BY
MR. DUDLEY CAUSTON.

MADAME MARIE HOOTON,
The Eminent English Contralto.
MR. EDWARD BRANSCOMBE,
The English Tenor.
FOUR BOY SOLO SOPRANOS,
Leading London Cathedral Choristers.
Box Plan ROBINSON PIANO CO.
Prices \$3, 2 and 1. Concert 9-11 P.M.
Hongkong, 25th March, 1905. [364]

Intimations.

THE FAMOUS MAD DWARF RAZOR
A SHARP LITTLE SHAVING THE MAD DWARF RAZOR
WEIGHT LESS THAN 1 OUNCE.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imitation impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
"MAD" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$2), post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & CO.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & CO.
Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.

Marshall and
Evy's

Satinette

DOUBLY DISTILLED
AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [53]

QUEEN VICTORIA'S MEMORIAL

CURTAILED FOR WANT OF CASH.

Mr. M. H. Spielmann, reading before the
Society of Arts in London lately a paper upon
the "Queen Victoria Memorial, as compared
with other Memorials Abroad," showed on the
screen, and accompanied the views with in-
teresting descriptions, a beautiful series of
photographs of such famous works as the
Memorials of Peter the Great; Alexander I.,
Alexander II., Nicholas I., and Catherine II.
in St. Petersburg; the Empress Maria Theresa
in Vienna; Gambetta in Paris; Carnot in
Lyons; Alfonso XII. in Madrid; several of
the modern monuments in Berlin; the splen-
did Victor Emmanuel memorial in Rome; the
great memorial building to be erected on the
Maidan in Calcutta and others. These striking
screen pictures formed a highly instructive
introduction to a detailed description of

THE GREAT MEMORIAL

now in progress in front of Buckingham
Palace. Plans were shown of the whole line
of the Mall and its opening into Trafalgar
square, as designed by the various architects
and sculptors who competed; and of the ac-
cepted designs of Sir Aston Webb and Mr.
Brock; and photographs of the Memorial from
every point of view were exhibited. The
model of the principal monument, Mr. Spiel-
mann said, is now in course of being enlarged
to one-half the full size. "It has un-
happily been quite recently decided," he went on to
say, "that the funds available do not permit of
the larger scheme proposed for the whole
memorial being carried out."

THE SCULPTURES

in the processional road are to be suppressed,
and as the Colonies contributed considerable
sums, the gates with the armorial decorations
of arms and emblems of those Colonies and
the sculptures facing them on the side foun-
tain will be set up in their names. The
Mall side is allotted to Australia, that on the
north to Canada, the entrance from the pro-
cessional way to South Africa, while of the
fountains in the quadrants that to the
south-east will be in the name of West Africa
and the Indian Dependencies, that to the
north-east representing Newfoundland and the
West Indies. Mr. Spielmann said in conclusion
that "the comparative failure of subscriptions
ought not to be allowed to cripple the great
scheme as it was finally passed, and if the
contributions are not sufficient Parliament
should be moved to make them good. Ten
twenty thousand pounds a year for five years,
though it might wring, would not break the
heart of the Chancellor of the Exchequer."

CHILDREN AND THE BIBLE

SOME AMUSING MISTAKES.

In the *Times* there appeared recently a
letter from a New Zealand vicar on the subject
of lack of religious teaching in the New Zea-
land schools. To quote his own words:—

"I say plainly and positively that a purely
secular system of education is nothing less
than a national disaster. My own experience
is that children are, as a rule, deplorably
ignorant of the true principles of religion.
Strangely enough, corroboration to his letter
has just appeared quite independently. It
takes the form of a collection of "Schoolroom
Humour" collected by Dr. Macnamara in the
Christmas number of "The Schoolmaster." Quite
a large proportion of the "howlers" show
"deplorable ignorance of Biblical facts."

Old Testament history is more than a little
involved in the mind of the child who perpe-
trated the following when writing of Elijah:—

"As Elijah went up to heaven he dro ped his
mantle and Queen Elizabeth walked over it."

This shows a very quaint idea of the Old
Testament life:—

"What was the first hing that the little boy
Samuel did when he got up in the morning?"

"Please, sir, he carried up a cup of tea to
Elie."

One wonders, too, what could have inspired—

"When our Lord was baptised, what bird came
down on His head?"

"Please, sir, a little yellor-hammer, sir."—or
the answer to

"What was Jesus Christ put into after He
was born?"

"Into breeches, ma'am."

The greater number of the children's quaint
mistakes arise from the children's habit of

learning Scriptural texts viva-voce from the
teacher, without thinking of the meaning of
the words. Many repetitions cause them to distort
the words, and give rise to such examples as
the following:—

"Little Tommy, in his version of the 'Tempo-
tation' said that Christ prink of bread and
chicken in the wilderness. Judicious questions
elicted the fact that Tommy based his opinions
upon these extracts: 'Man shall not live by
bread alone.' And 'Get the hens, Satan' (get
hence)"

The following occurred in a Dublin school
during the Scripture lesson:—

"What does the Bible say will happen to
the proud?"

"Please, sir, they will become animals."

"Oh, that's a curious answer. What text
have you to prove it?"

"He that humbleth himself shall be exalted,
and he that exalteth himself shall be a baste" (abased).

The Commandments give rise to many
quaint mistakes. The Seventh Command-
ment, "Thou shalt not commit adultery," ap-
pears as "Thou shall not kick a ducky." and
"Thou shall not c'm into the country." The
latter is splendid.

The wandering of the Israelites must have
been very extensive in the mind of the small
child who wrote that "Moses died before he
reached Canada, but he saw it from a moun-
tain;" while a new conception of the temple is
shown by "Solomon built a temple to put his
wives in."

Exactly what the children think of heaven it
would be difficult to say, but a clue is given by
the little girl of 5 who volume the information
that snow was swept out of heaven.

"But how does it get into heaven?" asked
the master.

"Please, sir, the angels scratch it off their
wings."

So does the following conversation between
a teacher and two little brothers of 4 and 5
summers:—

"Please can Stanley play on my harp?" cried
the bigger.

"Yes, I shall! Yes, I shall!" taunted little
Stanley.

"But Harold, you haven't a harp."

"When we're in heaven!" he muttered fier-
ily. "He says, when we're in heaven he shall
play on my harp!"

Surely the New Zealand vicar does not claim
that his little parishioners are more "ignorant
of Biblical facts" than Dr. Macnamara shows

English children to be.

EDUCATION IN FRANCE.

We are so accustomed to consider France as
an effete nation its vigour exhausted and its
fading vitality, evidenced by a declining birth
rate, that it is something of a surprise to dis-
cover that we are mistaken. France may not
show as rapid increase in population as other
countries, but it is not neglecting any of the
means necessary to make of its people formid-
able competitors in the commercial world with
nations that boast a larger birth rate.

The United States may learn some things of
vast importance to our future, by a study of the
methods by which France promotes the com-
mercial and manufacturing skill of her people.
As a result we may be impressed with the
importance of giving our common school
education a practical turn, and making it the
means of training our youth in ways that are
rendered impossible by the limitation of appren-
ticeship which has followed the rise of organ-
ized labour in this country.

In 1880 the French Minister of Commerce
was authorized by law to organize manual in-
struction in special schools. Later on
graduates of the commercial high schools were
exempted from two years' military service and in
1891 the National School of Foremen and
Workmen was created at Cluny. By 1904 the
number of these commercial and manual
schools in France had risen to 2,021, supported
by the Government. The National Institute of
Arts and Trades in Paris was built in 1881 at
a cost of \$3,000,000. In it are laboratories for
the study of physical science, and there are
lectures on art as applied to trades and in-
dustries. Each trade is equipped with
mechanism of all kinds required in the study
of physics, chemistry and other branches of
science applicable to dyeing, ceramics, glass-
making and decoration, metallurgy and metal
working and other trades. The number of
students admitted each year is limited to 2,500.
The curriculum covers architecture, natural
sciences, metallic construction, building of
machines, electricity, mining, public works,
railways and industrial legislation.

In the commercial high schools, which are in
Paris and distributed throughout the provinces,
the curriculum embraces finance, geometry,
foreign languages, commercial, fiscal and
economic legislation and history, chemistry
applied to industries, technology, applied
physics and stenography. In the provinces
there are schools of arts and trades at Com-
piègne, Châlons sur Marne, Angers, Lix and
Lille. These educate workmen capable of be-
coming foremen in industries and versed in
the mechanic arts. The teaching is actual
practice in the workshops. The number of
students is limited to 300 for each school. The
method in these schools is interesting. There
are four special workshops for practice in
fitting machinery, cabinet making and model-
ing, foundry work and manufacture of hard-
ware. The pupils are distributed among these
shops, but all, during the three years' course,
learn what is taught in each department, so
that "Cluny" is divided equally. The
educating men for foremen in the wood and the
iron industries.

There are also numerous State schools that
do preparatory work. That at St. Etienne is an
example of all the schools of this grade. They
are free, and boys can enter at the age of 13, if
provided with a certificate of primary education.
Here they get instruction and daily practice in
weaving, modelling in wood, fitting, cabinet
making, the nature of textile fibres, hemp,
ramie, cotton and wool, the rearing of silk-
worms, treatment of cocoons, silk twining, the
bleaching and dyeing of cotton and silk and
the chemistry of the process, and electricity.
Gun-making has recently been added, in all
its progress, from the steel billets to the fin-
ished gun.

The foregoing is a bare sketch of what
France is doing for the commercial and
industrial training of her youth. After they
have received it there right to apply their know-
ledge is also protected by the Government. It
is obvious that France does not intend to
depend upon imported labour and skill to
maintain her standing in manufactures and
commerce, nor does she propose to educate
her youth in uselessness.

We (*San Francisco Chronicle*) are of opinion
that the time is near when the school system
of the United States must accept such re-
organization as is necessary to make education
something more than book knowledge, and
transform it into an actual equivalent for the
business of life.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 31st
of March, both days inclusive.

By Order,

M. A. A. SOUZA,
Secretary.

Hongkong, 30th March, 1905. [173]

CAMPBELL, MOORE AND COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Offices, No. 29, Queen's
Road Central, TO-MORROW, the 31st March,
1905, at Noon, for the purpose of receiving the
Report and Statement of Accounts for the year
ending 31st December, 1904.

The TRANSFER BOOKS of the Company

Intimations.

A. S. WATSON & CO.,
LIMITED.ESTABLISHED A. D.
1841.WINE AND SPIRIT
MERCHANTS.E
BLENDVERY OLD LIQUEUR
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PORT,VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & CO.,
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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

BAHADUR
CIGARS.THE
PREMIER CIGAR
OF
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,
SOLE AGENTS.

Hongkong, 7th March, 1905.

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY - \$30 per annum.
WEEKLY - \$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On delivery post by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 30, 1905.

TO HONGKONG AND
FARTHER.

Several cases have recently come before the Marine Court of Hongkong in which sailors have been charged with impeding the progress of their ships by refusing to work. The defence in two cases reported yesterday was that the men had signed agreements to the effect that they would go to "Hongkong or farther." The men, in both the instances referred to, were firmly of opinion that on reaching Hongkong their agreements expired—despite the fact that they had only served two of the three months for which they had signed—and sixteen Spaniards went to prison for two months' martyrs to their belief. The agreements were produced in Court, and it was quite clear that the men were in the wrong; but it can readily be understood that a phrase, the meaning of which is patent to an educated man, may convey some totally different idea to a foreign sailor. It was the words—"To Hongkong and farther" on which the seamen tripped. What they thought "farther" signified it would be curious to learn; the probability is that if they looked at the map they would not find a place of that name, and therefore they might come to the conclusion that it was a mere finish to the sentence—a sort of rounding-off period which added to the euphony of the whole. But there is deeper significance in that term "to Hongkong and farther" than appears at first sight. Both boats on which trouble with the crew occurred carried cargoes of coal from Cardiff, and apparently no particular destination in view. They were sent to Hongkong, and finding how matters stood they were both ordered to Japan. But had there been a Russian fleet in these waters their eventual destination might have been Vladivostok, and then we should have had the entertaining spectacle of the Russian besieged embracing their Finnish and Spanish deliverers. "To Hongkong and farther" was a clever conception, subtle of meaning, and hinting at immense possibilities. Unfortunately, the crews were not alive to the humour of the situation, and the Spaniards are not suffering from the lack of one of nature's greatest gifts.

THE TERMS OF PEACE.

Since the fall of Mukden, persistent reports have been in circulation that one of the belligerents has made overtures for peace. Whether it is Russia or Japan which is now suing for a cessation of hostilities is not so important as the character of the agreement upon which the conditions of peace would be based. The American press, taking it for granted that the President of the United States will be called upon to act as intermediary, alleged various sets of conditions which are alleged to be the preliminary bases of negotiations, and it is a curious fact that there is the greatest unanimity as to what these conditions should be. Japan will, of course, demand the evacuation of Manchuria by Russia, and require that the territory in question be handed over to China in accordance with Treaty terms. The freedom of Korea, under Japanese suzerainty, would, no doubt, be conceded; but whether Japan would agree to the retention of Vladivostok by the Russians is another question. It is further suggested that the Chinese Eastern Railway should be transferred to the control of an International Commission, and that Port Arthur should be occupied by the Japanese. In some reports it is stated that Japan has laid it down as a condition precedent to settlement that Russia must agree to pay an indemnity of \$500,000,000. So that, if these rumours are well founded, the sum total of Japan's gains is the acquisition of Port Arthur and an indemnity which may or may not be paid. Of course, there is the prestige which Japan has won by her victories on the battlefield—no negligible quantity—but that cannot be materially estimated. The question is, would Russian dignity permit of a settlement on such terms, especially when dictated by the scorned Japanese? The mediation of President Roosevelt may have

French opinion; and Russia would probably be only too glad to emerge from the difficulties in which she has been landed in the Far East, but there is always the stiff-necked, Grand Ducal cabal to be considered. Probably the best assurance for a speedy settlement lies in the internal troubles which beset Russia. The point should not be overlooked, however, that in all these negotiations, the claims or pretensions of outsiders are not given a moment's consideration. Japan and Russia may call in mediators, but the terms of peace contain nothing to show that outside parties are concerned in the question, while China's territory is parcelled out among the parties as if it were a sort of Tony 'siddler's ground. It cannot be long, however, before an official statement on the subject must be issued by one or either of the parties and then we shall see what we shall see.

At the Supreme Court to-morrow morning judgment will be delivered in the case of Tang Tsz U, appellant, and the Attorney General, respondent, (known as the Land Court appeal case).

A JAPANESE steamer, supposed to be the *Senkin Maru*, sank three days ago outside the entrance to Newchwang, reports the *Daily News* of 22nd inst. She was waiting for the river to open, when a strong gale rose and drove her ashore where she foundered and sank.

THE uprising in the district of Kit Ting, Szechuan, is growing serious, the insurgents being joined by members of the Red Lamp secret society. The movement is anti-Christian as well as anti-foreign. The three companies of government troops sent for their suppression have met with defeat, and reinforcements are being sent to the scene of disturbance.

NEARLY twenty-four thousand natives left Swatow during the last quarter of 1904, upwards of ten thousand of whom went to the Straits Settlements.

WE have received the *Customs Gazette* for the period, October-December last, giving the quarterly returns of trade of the various ports, movements in the service, etc.

A CHINAMAN was committed to the Sessions by Mr. Kemp, for stealing a pair of Jade stone bangles from a woman on the 24th inst., at Mongkok. The value of the bangles was \$17.

DURING the last quarter of 1904, 159,150 piculs of sugar were exported to Chinese ports from Swatow. Of this quantity 114,023 piculs were brown sugar, and the remainder white sugar.

THE Colonial Secretary has received a telegram from H. B. M.'s Consul at Newchwang, stating that Hongkong has been declared to be infected with bubonic plague, and that the same quarantine measures will be adopted as last year.

IN the League match to be played on the Police Recreation Club Ground, Happy Valley, on Saturday next (weather permitting) the match being Police v. Kowloon Cricket Club, the following have been selected to play for the Police:—F. J. Baddeley, A. Lingley (Capt.), J. Kerr, D. Kent, J. Lander, D. Pitt, F. Glyde, D. McHardy, D. Edwards, W. Waicer, and G. Shepherd. Umpire, W. Winters. The team from the Kowloon Cricket Club to strive for honours is now in course of selection.

PROGRAMME of music to be performed by the band of the 2nd Batt. Royal West Kent Regt. from 5 to 6.30 p.m.—

March, "The Tyrolian" ... McKevoy
Overture to "Olivon" ... Weber
Value ... "The Choristers" ... Help
Selection from "Lohengrin" ... Wagner
Orchestral Scene "A Devilish Chorus" ... Schles
Selection of "Irish Melodies" ... E. Goffrey
God save the King.

A CHINAMAN was this morning wandering around the precincts of the Magistracy, looking for Mr. E. R. Hallifax, and his concern was great on learning that that gentleman was in Chefoo, and likely to remain there for some considerable time. "But I must find him; I have some money to give him," said the Celestial; "he has paid an account twice, and I must return the money." He was advised to see the Postmaster, who would no doubt extricate him from his difficulty and simplify the payment of \$7.10.

PROMPT action was taken by Mr. F. A. Hazeland this morning at the Magistracy, which it is to be hoped will tend to warn the authorities in the neighbouring colonies that Hongkong does not intend to remain any longer a dumping place for their banished and deported undesirables. Five Chinamen arrived from Singapore yesterday having been ordered to be deported to Hongkong and Mr. Hazeland said they were to be escorted on board the s.s. *Hasthing*, which left to-day at noon for Swatow, and told them to remain away for all time!

THE two coolies in charge of chair No. 428, who dumped the body of the Chinaman Pan on the hillside off Lyttelton Road, West Point, as recorded in our columns last evening, were fined, by Mr. J. H. Kemp at the Magistracy this morning, \$50 each or six months. His Worship said he took into consideration the fact that the body had not been interfered with and the presence of the money and other property found in the pockets of the deceased pointed to the fact that no robbery had been attempted, otherwise he would have inflicted the full penalty prescribed by the Ordinance for dumping dead bodies in unauthorized places, viz., \$200.

SINCE Government took over the territory around Lai-chi-kok there has been considerable trouble with the native water-boatsmen, who, though repeatedly warned, and even threatened, persist in taking water from the streams in that district for the purpose of sale to the ships in harbour. These boats supply the water on board the vessels at the rate of 25 cents per ton, and as each boat carries too tons it is easily seen that they make a clear \$25 a trip, many of them making several trips a day, while it is not generally known that the Government supplies pure water, which has been put through the filters, at 5 cents per ton. As these men chose to ignore the repeated warnings a number of them were arrested, and in the instance of Inspector Langley, and this morning placed before Mr. F. A. Hazeland at the Magistracy, when the case was remanded for further evidence.

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A NATIVE junk left Chefoo for some place down the coast two days ago with a cargo of green peas, says the local *Daily News* of 22nd inst. Near the island of Hantao about ten miles from Weihaiwei the junk struck a floating mine and was blown to pieces. Five of the crew of seven were picked up by a fishing boat. People who witnessed the explosion declare that the effect was awful. The whole junk was actually lit in the air where it broke to pieces. A huge column of water and black smoke rose about twenty yards into the air.

LATELY Minister Sir Liang in Washington communicated with the high authorities in Canton to the effect that an American intended proceeding to China to enlist labourers to work in opening up the Panama canal; the terms of engagement were exceedingly harsh and the climate there was unhealthy and steps should be taken to prevent people from accepting such engagement. The high officials on receipt of this information have issued notification for general information of the people and offering rewards for the arrest of secret agents who may attempt to enlist labourers.

THE true story of the latest royal betrothal has not yet been told. A home journal is informed that Prince Oscar of Sweden, on a return visit to England met the Princess Margaret of Connaught and fell in love. When the Duke and Duchess of Connaught and their daughters went to Egypt recently Prince Oscar followed shortly afterwards. Now it is stated that the Prince was anxious as to the return of the Princess with her parents by way of Spain. King Alfonso at present is about to proceed on a journey, and it is freely stated one object is to seek a royal partner. These circumstances determined Prince Oscar. He popped the question without loss of time, and was accepted.

ON the arrival of the steamer from Macao on Monday a passenger claimed his goods, among which were 68 bags of tea, which he said he had been standing by felt suspicious in the peculiarly loose way the tea was packed, being merely in old gunny bags, and not in any way protected from the weather as is usually done with such a perishable class of goods, so he investigated matters, and ripped open one bag and, plunging his hand in through the tear he grasped a big tin, which, when withdrawn, was found to contain opium. Several other bags were examined in the same way, until no less than 62 tael of opium had been discovered.

Li Feng Chow, the owner, was placed before Mr. J. H. Kemp, and given the maximum fine of \$500, and the opium ordered to be confiscated. It was regretted that the Ordinance did not provide for the confiscation of the tea as well.

THE rumours of Lord Dudley's resignation have not quite died away from political circles yet, notwithstanding the denial which the Lord Lieutenant has telegraphed. One aspect of the Macdonell's incident which is of considerable interest at the moment is the strained relationship which has subsisted for some time between Mr. Wyndham and Lord Dudley. It is well known that King Edward was watching the experiment with profound interest, and both Lord Dudley and Sir Antony set about the new work with the conviction that his Majesty's sympathies were wholly in the direction in which their work was tending. Mr. Wyndham, however, got alarmed last session when the Ulster loyalists began to show their teeth; and it was at this time that the Chief Secretary and the Lord Lieutenant got into some sort of personal misunderstanding. Among Nationalist M.P.s, indeed, it was stated over and over again that Lord Dudley and Mr. Wyndham were not even on speaking terms.

A GREAT many complaints have lately been made at Tsui Tsa Tsui of the difficulty met with by residents in securing rickshas, and the matter having been mentioned to Inspector Langley he investigated the reason of this sudden dearth of the necessary but irksome "sha." The discovery was made that the presence of the American naval vessels in the dock at Kowloon, and the well-known liberality of "Jack ashore," has caused all the ricksha pullers in the place to flock to the dock gates and wait about on the chance of securing a fare among the sailors. Inspector Langley advised those complaining of the refusal of ricksha coolies to take them, though unengaged at the time when hailed, to prosecute the pullers, as their action was illegal, but they said they "had no time to waste a day dangling about the Police Court," and so the men got off. However, yesterday one complaining party was induced by the Inspector to prosecute, and notwithstanding the loss of time he appeared before Mr. J. H. Kemp at the Magistracy this morning, when it was proved that the man refused to take prosecutor, declaring that his "sha" was broken, and yet a minute after took up an American sailor. Three others at the same time and place played the same trick, and Mr. Kemp fined them in sums varying from \$5 to \$10.

BANK DIVIDENDS.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

The manager of the Chartered Bank of India, Australia and China kindly informs us that he has this morning received the following telegram from his head office in London:—

"At the approaching meeting of shareholders, the Directors will recommend a dividend for the half year at 11 1/2 per annum, free of Income Tax, that £75,000 be placed to Reserve, which will then stand at £85,000, that £800 be carried forward as undivided profit, and that a Bonus of 15 1/2 be paid to the staff of the Bank."

MERCANTILE BANK OF INDIA.

Mr. E. Ormsby, of the Mercantile Bank of India, Limited, also kindly informs us that he has received a telegram from his London Office to the effect that at the forthcoming yearly meeting the Directors will recommend a dividend at the rate of 5 per cent per annum on the "A" shares, 5 per cent per annum on the "B" shares, both free of Income Tax, that £30,000 be placed to Reserve, and that £15,000 be carried forward.

WEST RIVER TRADE.

The Statistical Department of the Imperial Maritime Customs has issued the quarterly returns of trade for the last three months of the past year, and turning to the ports of the West River we find, in most cases the revenue derived is now beginning to increase consequent, no doubt, upon the more settled state of affairs in the interior. The dues and duties collected at Kowloon amounted to Tls. 17,215, while at Samshui—the total revenue was Tls. 41,250 as against Tls. 37,528 in 1903 and Tls. 27,673 in the corresponding quarter of the year previous. At Wuchow the increase was still greater, the collection being Tls. 135,783 or more than double what it was two years ago when the figures were Tls. 57,123 which in the December quarter of 1903 had risen to Tls. 107,131. This enormous increase is brought about by larger collections both of import and export duties and as the figures relating to shipments to and from foreign ports are greatly in excess of what they were in the year previous while native goods passing in and out of the ports show a falling off there seems not much doubt that our trade with Wuchow is being developed at a rapid rate. The duties collected on goods to and from the West River ports during the quarter are also satisfactory, and although in the absence of any comparative table it is impossible to show the increase there is not much doubt that during the past year considerable volume of foreign trade has been done with the stages on this important waterway. The duties collected on goods at Kunchuk was Tls. 5,420, at Shinhing Tls. 3,143, at Takhing Tls. 15,556 and at Dosing Tls. 281 or a total collection during the quarter of Tls. 24,505."

ARMED NOTES.

A WAY THEY HAVE IN THE NAVY.

Sir E. H. Seymour, commander-in-chief at Plymouth, who has just been promoted to the rank of Admiral-of-the-Fleet, is a bachelor, and the heavy duties of entertaining at that port have consequently fallen entirely on the wife of the flag-lieutenant, Mr. Tindall-Carroll-Worsley, who has earned warm admiration for the way in which she has filled an otherwise position. The distinguished admiral has quite an old-fashioned dislike to the naval organisation scheme commonly attributed to Sir John Fisher, and has never striven to gain popularity with the engineer branch of the service. It is stated that on the new titular regulation coming into force he went so far as to inquire at the Admiralty how he should "address" these officers, and received the curt and sufficient reply, "by their titles." The fact has freely been commented on that engineer officers have never been conspicuous among his guests or in his favour, and he usually addresses them as "Engineer Captain" so and so, instead of by the more courteous and correct "Captain." Sir Compton Donyale, the retiring commander-in-chief in the Mediterranean, is another of the old "high and dry" school, and on the occasion of the King's visit to Malta a couple of years ago he presented a certain engineer officer to His Majesty as "Engineer Captain." The King held out his hand, said, "How d'you do, Captain—" and the story has been related ever since with great gusto by engineers throughout the fleet.

THE TURNING OF THE TIDE.

An interesting indication of the changed relative position of Mr. Balfour and Mr. Chamberlain in regard to the Unionist party is furnished by the fact that the two members of the Government have at last found courage to speak in favour of so pronounced an anti-Chamberlainite as Mr. Tommy Bowles, Lord Stanley and Mr. Alwyn Fellowes have consented to speak at a meeting of his supporters at King's Lynn next month. Mr. Bowles, of course, is opposed by a tariff reformer, and though the local Conservative organisation is dead against him he has stuck to his guns with characteristic courage. Amongst Ministerialists the influence of Mr. Chamberlain has sensibly waned, ever since Parliament opened, and he is no longer labelled "dangerous" in the Government. Probably one reason why he confined himself, in his speech on the Address, to wishing for an early dissolution without taking any steps to bring it about, is that he had a wholesome fear that his "troops" amongst the Ministerialists might not be called upon to do so. Certainly he and his party are now under a cloud, even in Parliament. After the fact that two members of the Government are going to lend their weight against a Chamberlainite candidate in favour of such a "frenzied" as Mr. Bowles, whose general orthodoxy is not above suspicion, must be regarded as one of the first signs of the turning of the tide.

HONGKONG SATIRIS.

INTERCEPTED LETTERS.

A sprightly little volume, full of quips and cracks'd recited against Hongkong "Society," is that now published under the title of *Intercepted Letters*. The author prefers to be known as "Betty," which exhibits a modesty unusual among the literary tribe and particularly ungenerous in this case when the comments on the follies and foibles of Hongkong people are so pleasantly told. The letters are supposed to have been written by a newly-married lady to a friend at home. Faithful to tradition the writer drags in the name of a certain person called "William" who is who is commonly known as the other half, and "William" is a pen on which is a column of common-sense. Whenever an expedition is planned "William" vetoes it; if a trip to Canton is suggested "William" is down on it like a cart-load of bricks. But if it is "William" who gets all the pretty sayings, and it is "William" who is responsible for the funny stories. One of the features of Hongkong

TELEGRAMS.

[Reuter's.]

Trouble in Crete.

London, 28th March.

As a result of the discontent caused by Prince George's absolutist rule, 600 armed men (Cretans) have assembled near Canea as a Provisional National Assembly under the Presidency of M. Papayannakas; proclaimed the union of the island with Greece and appealed to the Powers not to employ force for the maintenance of the present régime.

Prince George has issued a proclamation appealing to the population and denouncing the movement.

A Russian gunboat has brought reinforcements to the Cretan Gendarmerie at Canea from other portions of the island.

The New Japanese Loan.

New York bankers state that they are receiving heavy French subscriptions for the American portion of the new Japanese loan.

Later.

The Issue of the New Japanese Loan in London.

The exterior of the London Banks during the issue of the Japanese loan resembled boxing day at the theatres; the police had to preserve order among long queues of people, the largest, around the Hongkong and Shanghai Bank. It is certain that the loan will be heavily over-subscribed.

The War.

It is understood that the intention to mobilize on a large scale at present is abandoned and only drafts will be sent sufficient to stiffen the army of General Ligneux, who will pursue Fabian tactics.

The Anglo-Japanese Alliance.

The *Daily Telegraph* is taking up the idea of strengthening the alliance between Great Britain and Japan, and says that it receives general approbation, especially in the city, if enjoying the moral support of the United States.

THE COMMANDER-IN-CHIEF.

Field Marshal Marquis Oyama may almost be said to be the organizer of the Army as it is today. Born at Kyogoshima in the 13th year of the Tenpo era, he took part in the sanguinary affair at the Teindaya Restaurant in Fujimi just before the Restoration; and, when the civil war broke out, served under the last General Suga in the campaign against the Shogun's troops in North-Eastern Japan. In 1870 he went to Europe, to watch the progress of the Franco-Russian war and was present at the siege of Paris. On returning in 1871 he was appointed to the Army Department, successively holding the office of Major, then a Colonel and finally Major-General. A few years later he was sent to Europe to study military tactics and spent a considerable period in France and Switzerland. On coming back to Japan he was appointed Rikugunso. In the 9th year of Meiji (1877) we find him at Kumamoto engaged in the suppression of a disturbance there. On restoring order he took the command of Kumamoto garrison, from which post he was very soon transferred to Tokio as Acting Minister of the Army and Commander-in-Chief of the Forces in the capital. In the following year (1878), when Saigo Takamori raised the standard of revolt, Major-General Oyama went into Kishu at the head of a Division and took part in one of the severest and most bloody engagements of the struggle—that fought at Tawarasaki before Kumamoto castle was relieved. On his return to Tokio he was warmly thanked for his services by the Emperor and appointed Vice President of the General Staff Office. In 1881 he was appointed Minister of the Army and while acting as such performed the Government—in conjunction with Mr. Yamagata (the present Marquis and Genro)—to build a series of forts for the protection of Tokio Bay. He was made a Sangi in 1888. In 1889 he again went to Europe to study the military systems of the principal Powers. While there he was raised to the peerage, with the rank of Count. Returning here two years later, he set to work to reform and remodel the military system of the Empire, doing much to place the army in that thoroughly efficient state which is to-day the admiration of the world. In 1891 he was appointed Kwangtung, a high military post which he subsequently resigned in order to take the portfolio of the Minister of Education for a period. He returned to active service in 1893 and became again Minister of War. During the China War, in 1894-95 he commanded the 2nd Division and served with distinction throughout the campaign. For his brilliant services in that war he was decorated on his return home with the Order of the Golden Kite and the Grand Order of the Paulownia. In 1899 General Oyama was appointed a member of the Gensu Fu (Field Marshal's Office), and made a Field Marshal of the Empire.—*Kebs Herald*.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 30th at 12.10 p.m. the barometer has fallen over the whole of the China coast.

Probably a depression is forming over Central China, and pressure is also low over the NW part of the China coast.

Gusts have decreased in the Formosa Channel and moderate E to SE winds may be expected there. In the north part of the China Sea fresh E winds will probably continue to prevail.

Forecast:—fresh E to SE winds; equally taly.

THE SIRANDHD "SULLY."

SALVAGE OPERATIONS PROCEEDING.

According to *Le Courier Salagon* of the 17th inst., the refloating of the cruiser *Sully*, which is stranded in Along Bay, is likely to prove more difficult than was at first anticipated. The Company which was in charge of the operations for refloating the vessel were, however, confident that the work would proceed rapidly, and stated that there was nothing to fear.

On the other hand, serious alarm has been felt for several days regarding the result of the work on account of the heavy seas.

There is an increasing volume of water entering the vessel at each tide, which has a damaging effect on the vessel.

The *Montcalm* has left Saigon for Along Bay, with the object of saving whatever is possible from the *Sully*. The *Montcalm* will be taken to the arsenal at Saigon.

APPLICATIONS IN BANKRUPTCY.

ABSCONDING DEBTORS

Out of four cases in bankruptcy jurisdiction at the Supreme Court this morning there was only one in which the debtor had not absconded, and Sir Henry S. Berkeley ordered that warrants be issued for the arrest of the debtors. The first in turn to be brought to the notice of the Chief Justice was an application by Mr. O. D. Thomson that the Wing Yee firm of old iron dealers, trading at 44, Wing On Street be adjudged bankrupt. The Official Receiver pointed out to the Court that the debtor had absconded, and a warrant was issued for the arrest of the parties, Mr. G. H. Wakeman intimating that it had not been ascertained who were the people connected with the business.

INTERNATIONAL BANKING CORPORATION.

In the case of Ho Shan, lately trading as Hop Yik Chan at the Hop Yik godowns, Des Vaux-Road West, ex parte, the International Banking Corporation, there was the same order made, the Official Receiver informing his Lordship that debtor had also absconded. A warrant for the man's apprehension was ordered to be taken out.

RICE DEALERS' FAILURE.

Mr. C. E. H. Beavis appeared for the petitioning creditor in re Wong Chee alias Wong Yut Man and Wing Lung firm, lately trading as rice dealers at 195, Wing Lok Street. He said that he understood that, at the last meeting of creditors, a resolution was passed that the debtor be adjudged bankrupt.

His Lordship—Do you wish for adjudication?

Mr. Beavis—Yes, my Lord.

The application was granted, and as the debtor had deemed it prudent to clear from the scene of his tort the usual, proceedings were taken with a view to ensure his attendance before the Court.

A BAD SPECULATION.

In explaining the facts relating to the failure of Li Lau, Mr. Beavis, who acted on behalf of the debtor, for a reciting order said that the usual affidavit as to the man's property had been filed. There was a debt of \$6,500 on a third mortgage on certain property and the mortgagor was adjudicated bankrupt two years ago. That was the debt and, practically, irreducible. The Chief Justice failed to see what object there was in making debtor bankrupt if there were no assets to divide. Mr. Beavis thought that the Official Receiver might be able to do something in respect of the mortgage. Sufficient would be forthcoming to pay the bankruptcy fees. The Chief Justice asked if there was likely to be anything left out of the bankruptcy of the mortgagor.

Mr. Beavis replied that the estate should certainly realize enough to pay between twenty and thirty per cent. of the owner's debts. It would bring in about \$1,000.

CHINA'S INTEGRITY.

WILL IT BE RESPECTED IN THE PEACE SETTLEMENT?

It is becoming quite apparent now, it serves the Sun-Franco *Chronicle*, that all of the efforts of the State Department to preserve the integrity of China, that is, to save that unfortunate empire from being partitioned among alien nations, are liable to be defeated in the settlement of the terms of peace between the belligerent governments without the aid or intervention of any neutral nation. The State Department is said, in fact, to have received official information that Japan has signed that he is prepared to make peace, the cardinal points of the proposition being that Russia shall evacuate Corea and Manchuria. The main points to be settled, when peace negotiations are opened, will be Japan's subsequent status in the evacuated territory; her relations to Corea, Port Arthur and the Liao-tung peninsula; the disposition of Saghalien island; the future status of Vladivostok and the south-eastern littoral of Siberia; the administration and ownership of the Chinese Eastern Railway, and the fixing of a war indemnity.

It is generally recognized now that Russia must have peace in the Orient, regardless of the cost, to enable her to devote her energies in the settlement of her domestic affairs and the restoring of order in her European provinces. But there is nothing to prevent her settling the Ciental question with Japan, without either of them consulting any other nation, and disposing of the territory belonging to China, which has been the theatre of war, to their mutual satisfaction. It is doubtful whether any of the other powers having territorial interests in China would interfere should the settlement involve the absorption of Manchuria by Japan or the division of it between her and Russia. Possibly the only voice which would be raised in protest against such a peace settlement would be that of our own Government, and that alone cannot avail anything. The probabilities are that the other powers interested in China will acquiesce in this alienation of Chinese territory because it will facilitate their own schemes of extending the sovereignty over their present "spheres of influence." In that event the "open door" and "the integrity of China", for which our State Department has so strenuously striven, will both go aglimmering and our interests in the results of the war will be ruthlessly dissipated.

THE LAWS OF DIVORCE IN MANY LANDS.

Divorce, as we understand it to-day, has been an evolution from the principle of what, among savages, is known as repudiation. In this, man after union with the woman completely enslaved the latter, and she became closely assimilated to domestic animals over which man had all possible rights. Therefore, if she displeased him, he had the right of repudiating or driving her away.

Among the savages of the Danna tribe the men can send away the wives of whom they are tired, and whom they can replace. In Cina the husbands have also every right, without exception, over the wives they have bought.

Among the Bonjous of Middle Africa, marriage is regarded as simply a commercial transaction, and in case of divorce the father must return to the husband a part of the utensils or firearms paid for his daughter. Total reparation is enforced if the husband keeps the children while repudiating the wife.

Among the Soulumas the women can leave their husbands and marry another man if they return to their husband-proprietors the sum (or its equivalent) that he originally used to buy them from their parents.

In Polynesia marriages could be severed with the greatest ease. In the Marquesas isles the husband and wife parted by mutual accord, incompatibility of temper being often sufficient to dissolve the marriage compact. If, however, the wife deserted her husband's but before such mutual separation had been agreed upon to follow a lover, the husband could either follow or watch for him and administer a severe chastisement upon his person. At Hawaii marriage was dissolved by mutual consent. The Mailemonte Esquimaux and Kamshaldales of Asia drive away their wives at will. The Moors of South America regarded marriage simply as an agreement between two people of different sexes, such an agreement being dissolvable by the will of the two parties.

Among the Kabyles of Algeria marriage is treated literally as a commercial affair of the most serious kind, especially for the women, who are owned as things by their husbands. Repudiation among these people are of two kinds, in one the husband simply saying "I repudiate thee" three times. The wife remains dependent upon him, however, until he sells her by means of what is called "price of redemption." If he accepts the price from any man he must, when the sum is counted out in public, declare before witnesses that he gives up all rights to her.

In the second form of repudiation the husband says once or twice: "I repudiate thee, and put such a sum upon thy head." Then the husband has to her, and if the sum stated in the repudiation formula was paid by any of her male relatives or friends she had the right to marry again. Sometimes certain conditions were specified, as, for instance, that if the woman is to marry such and such a man the price of redemption will be doubled or tripled. If the sum is so great that it amounts to a practical prevention of any fresh marriage the woman becomes known as "a prevented one." When the formula of repudiation has been pronounced only once or twice (but not three times) the husband can, if he changes his mind, pay a sum, or with his father-in-law's consent take back his wife. But his reputation is lost.

Without using this formula of repudiation the Kabyle husband can send his wife back to her family without their consent, or even without their knowing anything about it until they see her at the door of their house. If he is seriously displeased with her he sends her to her parents without any forewarning, mounted on an ass and accompanied by a slave. This ignominious treatment, being equal to repudiation, public opinion forbids her being taken back by her husband, even should he afterward desire to do so.

THE CANTON-HANKOW RAILWAY.

SHIPPING JETSIM.

The s.s. *Ascaso* sailed from this port this morning taking cargo and 2,135 coolies, in transit from Cheloo and Chinwanhau to Durban. She will call at Singapore for a further load of cargo, and be followed in a few days by the s.s. *Nick*.

JABEZ BALFOUR IN PRISON.

It will be remembered that some years ago a member of the British Parliament named Jabez Balfour, noted for his piety, was convicted of a number of heartless frauds in connection with the Liberator Building Society—frauds which ruined some thousands of people. Upon discovery he fled to South America with a lady admirer, but was eventually captured after exciting adventures by agents of the British police and brought back to England, where he was sentenced to fourteen or fifteen years' penal servitude. In prison he found his piety stand him in good stead, and his conduct being good he will shortly be released. The man naturally interests many of those who suffered from his frauds, and this probably accounts for an interview appearing in the *Daily News* on the life of Jabez Balfour in prison. Apparently the person interviewed was a prison official.

"Will Jabez ever live to get out again and enjoy his freedom?" I asked.

"I see no reason why he shouldn't," came the prompt reply of one of those who are in a position to speak of his experiences. "Few prisoners can boast a better health record, and few have troubled the doctor less. He is literally counting the days until his release. Many look forward to a term in hospital, where the diet is on a liberal scale—chicken and other delicacies for the weak—and occasionally I have heard that the wrongdoer has been supplied with a pot of ale or stout. But Jabez has not qualified for any of these luxuries. He has borne his punishment like a man, and with that difference to privation which has characterized prisoners of the type of a certain bold lord, who afterwards told the world what he thought of prison life at Parkhurst. Not that there is much 'privatin'! The food is good, and if the quantity is not always as great as a hungry man might desire, it is by no means a starvation diet."

"Does he ever complain?"

"No, he is a model prisoner—any of the officers will tell you that—and he even finds time to be interested in the welfare of his fellow prisoners."

"Do you think he knows what is going on in the outside world?"

"Yes, far more than you would imagine. You should see these 'star' or 'first-class' men, how they talk to each other for an hour after a Sunday's service, when they can select their companions. They do talk—just nine times to the dozen, as the phrase goes."

"In the *Daily News* the other day it was stated that Jabez sings treble in the prison choir. I suppose that is so?"

"Oh, yes, for years he has been a member of the choir. You know the members have no privileges beyond those of other convicts save and except the hour or two for practice each week, and this makes a little extra relaxation. You must not imagine the choirmen wear surplices. They are in convict garb, just like other men. When the 50 or more join in singing they almost raise the roof! A well-known hymn and tune of childhood days is sometimes sung. The effect is most impressive. Not a few show signs of emotion. Hymns such as 'Lead, Kindly Light,' or 'I was a wandering sheep,' sung under such conditions acquire a new meaning altogether."

"I suppose there are many men there who have held responsible positions?"

"Certainly. It more than once happened that an ex-clergyman has been a member of the choir, and has actually taken the solo in the anthem."

"I have heard of confirmations taking place in prisons. Have you ever had that experience at Parkhurst?"

Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	2nd April.
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.

S.S. "Jason" left Singapore at 6 p.m. on the 28th inst., and may be expected to arrive here about the 2nd proximo.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAIOS"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
*GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"PINGSUEY"	23rd May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>etc.</i>	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 30th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL.

AMON, MANILA, CEBU and ILOILO	"SUNGXIANG"	31st March.
SHANGHAI	"TAIWAN"	1st April.
NINGPO	"SZECHUAN"	1st "
MANILA	"TEAN"	4th "
KOBE	"TAIYUAN"	4th "
MANILA, PORT DARWIN, THURS.	"CHINGTU"	10th "
DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 29th March, 1905.

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 1st April.
RUBI	2540	A. H. Notley	"	SATURDAY, 8th April.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO., GENERAL MANAGERS.

Hongkong, 27th March, 1905.

15

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship

For Freight and further information, apply to

SHEWAN, TOME'S & CO., General Agents.

Hongkong, 10th February, 1905.

11

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on "NICOMEDIA" 4,370 Wagner April 11th, 1905.

"NUMANTIA" 4,370 Bremer April 20th, "

"ARABIA" 4,483 Bahle May 11th, "

"ARAGONIA" 5,198 Schuld May 30th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY; STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

OF DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 16th June, 1904.

(66) (67)

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSENGER FARES, From 1st January, 1901.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1901.

[18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain "YUENSANG,"

Captain P. H. Rolfe, will be despatched as above, TO-MORROW, the 31st inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 30th March, 1905.

[14]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA."

Captain J. B. Pearson, will be despatched as above, on TUESDAY, the 4th April, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 28th March, 1905.

[42]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain J. G. Olifent, will be despatched for the above Ports, on TUESDAY, the 4th April, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 29th March, 1905.

[419]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer

"PERA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo, *etc.*From London, *etc.*, ex S.S. *Arabia*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 5th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 29th March, 1905.

[2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer

"SIMLA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo, *etc.*From London, *etc.*, ex S.S. *Moldavia* and *Arabia*.From Australia, ex S.S. *Somali*.From Calcutta, ex S.S. *Somali*.From Persian Gulf, *etc.*, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:-

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:-

Joint Cable Companies' Office.

Ferry Company's Pier, Icc House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER.

REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and Information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIOQ,
Acting Director,

Hongkong Observatory, 1st January, 1905.

Shipping.

A. Taiyuan, Br. s.s. 4,459, L. Dawson, 29th Mar.,—Sydney 6th Mar., and Manila 25th, Gen.—B. & S.

Macquarie, Br. s.s., St. John George, 29th Mar.,—Saigon 25th Mar., Rice.—G. L. & Co.

Indra, Br. s.s. 1,002, Taylor, 29th Mar.,—Barry 2nd Feb., and Iahuan 23rd Mar., Coal—Order.

Pera, Br. s.s. 4,018, A. L. Valentini, 29th Mar.,—London 18th Feb., Gen.—P. & O. S. N. Co.

Björnstein Björnsen, Nor. s.s. 736, C. Olsen, 29th Mar.,—Tamsui via Amoy and Swatow 28th Mar., Gen.—O. S. K.

Haimun, Br. s.s. 636, J. A. Robson, 29th Mar.,—Swatow 29th Mar., Gen.—D. L. & Co.

Kwangtung, Ch. s.s. 1,346, Wm. Lunt, 30th Mar.,—Shanghai 27th Mar., Gen.—C. M. S. N. Co.

Auchenarden, Br. s.s. 2,256, Crowder, 30th Mar.,—Kuchinozu 25th Mar., Coal.—M. B. K.

Teartos, Ger. s.s. 1,578, J. Desler, 30th Mar.,—Siagon 25th Mar., Rice.—S. & Co.

Clearances at the Harbour Office.

Spaniard, for Swatow.

Hongkong, for West River.

Pink Cone, for West River.

Shui Lee, for West River.

Chowfa, for Hoilow.

San Cheong, for Canton.

Domenico, for Quang-chow-wan.

Hue, for Kwang-chow-wan.

Charles Hardouin, for Canton.

Hanek, for Haiphong.

Ardon, for Kui-hinotzu.

Kwangtak, for Canton.

Haiwan, for Swatow.

Hong Wan I, for Amoy.

Wingchau, for Macao.

Indra, for Nagasaki.

Kwongtung, for Canton.

Revolut, for Fasebo.

Pleidies, for Moji.

Departure.

Mar. 30.

Chowfa, for Bangkok.

Hanek, for Haiphong.

Ascol, for Durban.

Fatsang, for Swatow.

Verdonethire, for Singapore.

Ningpo, for Shanghai.

Hatching, for Swatow.

Tsinfa, for Swatow.

Ruavien, for Japan.

Taiwan, for Canton.

Loongnoon, for Canton.

Marquis Bacquevin, for Rangoon.

Hohnein, for Moji.

General Alava, Am. transport, for Manila.

Alacrity, Br. despatch-vessel, for Shanghai.

Passenger arrived.

Per Kwangtung, from Shanghai—Mrs. W. H. Provens, and 100 Chin. sc.

Per Aquitaine, from Salgon—Mrs. George, Mrs. Haw, and Mrs. Hinton.

Per Tylyon, from Australian P. & S.—Mr. and Mrs. Osborne, Mrs. King, Mrs. Patterson and child, Mrs. Denby, Mrs. Se's, Mrs. Parker and child, Count Gropelli, Messrs. Brava, Clyde, Brown, Gerard, Firley, Sinclair, Sachin, Patwa, Mollan, Krause, Cooper, Berkley, Abbott, Stan, Whitley, Gerhny, 8 Chinese, and 24 Japanese.

Passenger departed.

Per Empress of China, for Vancouver, &c.—Messrs. T. C. Thomson, W. F. Fox, W. H. Hibbet, Lord Hawke, M. C. Bousier, J. Harrap Wilson, Miss E. W. Thorne, Mr. F. A. Lander, Miss E. Wilding, D. Wilding and N. Evans, Mr. J. E. Elliott, Viscount and Viscountess Castle-rough, Mr. Edis, W. Warburg, Mrs. and Miss Warburg, Mr. E. Anderson, Mr. and Mrs. J. W. Hirsh, Mr. and Mrs. Mowbray, Major and Mrs. Locket, Mr. C. M. I. Vester, Mrs. D. Sutherland, Messrs. Sydney Hancock, and Richard Hancock, Lt. T. A. Whyte, Mr. A. Salmon, Mr. and Mrs. O. E. Foster, Misses Foster (2), Mr. R. W. Prill, Mrs. J. S. Battie, Mrs. W. D. Baile, Messrs. Robt. Allan, W. R. D. Reckitt, J. Flint, A. W. Beard, and V. S. Longman, Mr. and Mrs. C. M. Lewis and infant, Messrs. Joseph Stace, I. S. Featherstone, F. E. Ashworth, A. Metcalfe, and A. J. Jarvoel, Dr. J. L. Dick, Mr. H. A. Patman, Lt. J. M. Hope, Mr. and Mrs. D. F. Davis, Mr. G. F. Osey, Mr. and Mrs. N. F. Miller, Rear-Admiral and Mrs. Riddell, Mrs. Charles, Mr. and Mrs. Elliot, Miss Sains, Sir Henry Tichborne, and vale, Mr. Per y Hall, Misses G. and F. Robertson, Mrs. Clara March, Mr. W. D. Lyon, Major-General and Mrs. Villiers Halton and servant, Major Chichester, Col. Darling, Capt. and Mrs. Creighton Messrs. A. Cecil Carter, A. Boyd Carpenter, H. Read, H. L. Mullins, James Hutchison, Barber, Thos. T. Cobbs, D. Christie, Condr. Gen. H. Baird, R.N., Lt. D. S. A. P. Weston, R.N., Mr. G. M. Watson, Miss Stilwell, Mons. and Madame Savaga, Mrs. C. G. Dickens, Mrs. C. W. Ross, Messrs. J. R. Suttor, Patterson and Palmer, The Dallas Bandman Opera Co., Mr. and Mrs. J. C. Garton, Messrs. W. Lock Cheung, Geo. Merriots, T. S. Hulford, I. J. Prescott, C. S. Moody, T. Calahan, T. Hunt, C. P. Stevens, Harry Nelson, G. H. Fuller, Lee, Williams, Hackett, Maxey, Tobin, C. F. H. Sharp, Garcia, Anderson, and Colonel Ducat.

Shipping Report.

Str. Marlonethire from Shanghai—Strong winds and rain, and foggy.

Str. Halmun from Swatow—Strong monsoon, moderate sea, fine weather.

Str. Hong Wan I from "trials Settlement"—Fresh NE. winds to 10° N., SE. and fine to Bombay shoal, thence heavy Ely gale, and high sea.

Vessels in Port.

STEAMERS.

Amara, Br. s.s. 1,400, J. C. Maitock, 24th Feb.,—Java 15th Mar., Sugar.—J. M. & Co.

Augin, Ger. s.s. 1,001, F. J. Schaefer, 25th Mar.,—Bangkok 16th Mar., Rice and Wood.—B. & S.

Ardova, Br. s.s. 2,021, W. L. Smith, 27th Mar.,—Moj 21st Mar., Coal.—M. B. K.

Arraton Apear, Br. s.s. 2,931, E. Fey, 29th Feb.,—Calcutta via Penang and Singapore 3rd Feb., Gen.—D. S. & Co. Ltd.

Bogstad, Nor. s.s. 1,982, H. S. Gullicksen, 16th Mar.,—Chinkiang 11th Mar., Gen.—Order.

Chowta, Ger. s.s. 1,104, Textor, 26th Mar.,—Bangkok 17th Mar., Rice.—B. & S.

Coptic, Br. s.s. 2,744, Wm. Finch, R.N.R., 25th Mar.,—San Francisco 25th Feb., Honolulu 4th Mar., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Shanghai (Woonson) 23rd, Maile and Gen.—O. & O. S. N. Co.

Costante, Ital. s.s. 1,671, G. Solaro, 27th Mar.,—Manila 24th Mar., Ballast.—Order.

Daywongse, Ger. s.s. 1,057, Gorchon, 28th Mar.,—Bangkok 2nd Mar., Rice—Meal and Gen.—B. & S.

Germany, Ger. s.s. 1,000, H. Filigge, 26th Mar.,—Sydney via Marshall and Mariana Island 6th Feb., Coptic.—S. & Co.

Gregory Apcar, Br. s.s. 2,001, J. G. Olifent, 27th Mar.,—Calcutta 11th Mar., Penang and Singapore 21st, Gen.—D. S. & Co. Ltd.

Hong Wan I, Br. s.s. 2,000, J. Slater, 29th Mar.,—Penang 20th Mar., and Singapore 23rd, Gen.—Joo Tock Seng.

Hue, Fr. s.s. 705, Godineau, 29th Mar.,—Hoilow and Kwong-chow-wan 27th Mar., Gen.—A. R. M.

Johanne, Ger. s.s. 952, Ipland, 28th Mar.,—Bangkok 22nd Mar., Rice.—J. & Co.

Lyceum, Ger. s.s. 1,738, T. Lehmann, 26th Mar.,—Canton 25th Mar., Gen.—S. & Co.

Mangblane, Nor. s.s. 1,012, Ch. Pedersen, 27th Mar.,—Sabang 16th Mar., Ballast.—M. & Co.

T. E. and child

McNear, Mr. and Mrs. C.

McNear, Miss

McNear, Mrs. and Mrs. S. B.

McNear, Miss

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain R. Girard, will be despatched for MARSEILLES on TUESDAY, the 4th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. TONKIN 18th April.

S.S. ARMAND BEHIC 2nd May.

S.S. AUSTRALIEN 16th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th March, 1905. 17

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
and SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA,"
Captain F. N. Tillard, carrying His Majesty's
Mail, will be despatched from this for
BOMBAY, on SATURDAY, the 8th
April, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. China, 1,912 tons, from
Colombo. Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Cal-
donia, due in London on the 20th May.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent,
Hongkong, 25th March, 1905. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut	9,606	E. V. Roberts	At April 13
Tremont	9,606	T. W. Garlick	At April 12
Lyra	4,417	G. V. Williams	May 15

1 Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.

Tremont 9,606 T. W. Garlick At April 12
Lyra 4,417 G. V. Williams May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND SWEARDESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's "shop" and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents,
Queen's Buildings,
Hongkong, 30th March, 1905. 18

BOO CHEONG,



STATIONER AND PAPER MERCHANT,
No. 26, Pott's Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellams Duplicator.

Hongkong, 23rd February, 1905. 164

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.
SHEWAN, TOME & CO.,
General Managers.
Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSSON & CO.

Hongkong, 10th January, 1905. 17

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES.

CHIMNEYS,
GLOBES,

SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

NO. 3, CANTON VILLAS, KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 25th March, 1905. 141

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

NO. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BRAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. 169

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. 170

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsui, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATOON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [366]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ltd., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & CO., LTD.

ORDERS, particularly addressed to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60]

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT R.P.F.R.E.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$88,000,000	\$1,493,408	Div. of \$1.10/- and bonus of \$1.10/- ex- change 1/1/9/16—\$25.46 for second	5 1/2 %	\$760 London £/8 \$36 buyers
National Bank of China, Limited	99,925	\$7	\$7	\$175,533 \$101,973	\$21,668	Div. of \$1.10/- and bonus of \$1.10/- ex- change 1/1/9/16—\$25.46 for second	5 1/2 %	\$760 London £/8 \$36 buyers
MARINE INSURANCES.								
Anton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739,000	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$162,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$59 sellers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000 \$1,850,000 \$20,000	Tls. 217,119	Final of 10/- making \$1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$172,749 \$83,110 \$846,773	\$2,078,997	\$35 for 1903	5 %	\$760 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,794	\$486,284	\$12 for 1902	7 1/2 %	\$160
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675	\$229,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,207,505	\$360,372	\$34 for 1903	10 1/2 %	\$310 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$21 buyers
Douglas Steamship Company, Limited	20,000</							